

# B22a

# LEGACY FARMINGTON TO SYRACUSE ROAD

## NEW 6 LANE EXPRESSWAY

### GOAL

- Provide high speed and high capacity transportation facility serving the west side of study area.
- Alternative corridor to I-15 from west.

### OTHER CONSIDERATIONS

- Roadway to be full-access control with access at intersections only.
- Consider purchasing extra ROW at interchanges for planning year 2040 and beyond.
- Plan for other interchanges.

PRIORITY  
RISK

1  
High

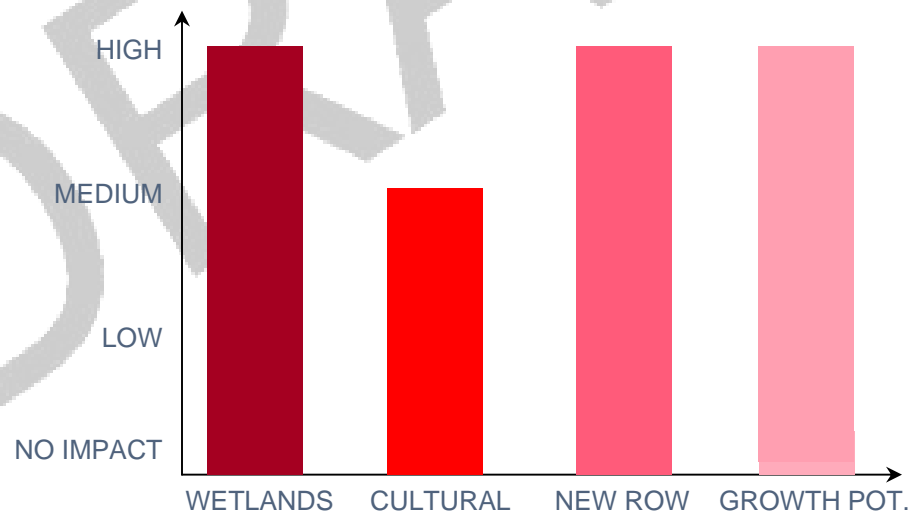
LENGTH  
COST

12 miles  
\$807,000,000

2040  
TRAFFIC  
VOLUME  
RANGE

43,000

### POTENTIAL ENVIRONMENTAL IMPACTS



# B34

# SYRACUSE ROAD LEGACY TO SR-110

## WIDENING TO 4 LANES

### GOAL

- Provide access to transportation corridor for local community west.
- Capacity increase on existing east-west route.

### OTHER CONSIDERATIONS

- Includes pedestrian underpass for Syracuse trail.

PRIORITY  
RISK

3  
Medium

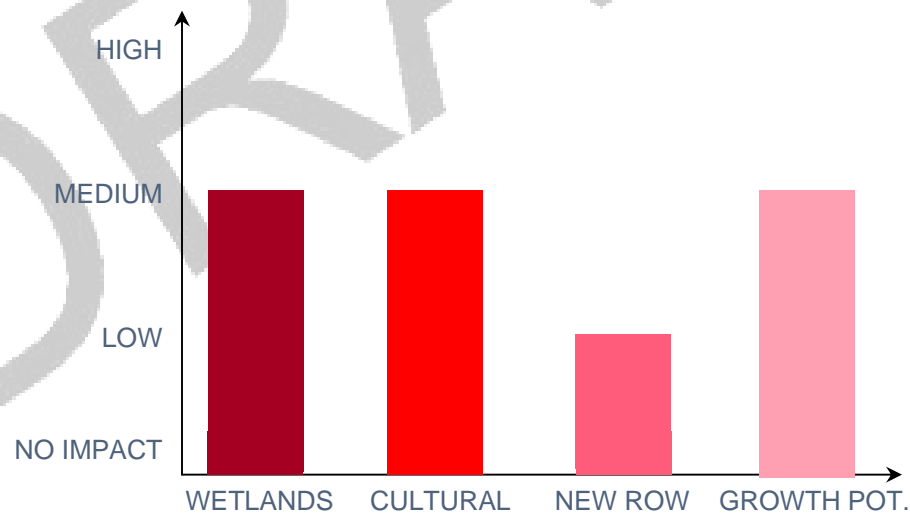
LENGTH  
COST

1.6 miles  
\$59,000,000

2040  
TRAFFIC  
VOLUME  
RANGE

7,000

### POTENTIAL ENVIRONMENTAL IMPACTS



# B30

# 3500 WEST MIDLAND DRIVE TO 12th STREET

## WIDENING TO 4 LANES

### GOAL

- Provide north-south connectivity.
- Capacity increase with additional north-south mobility.

### OTHER CONSIDERATIONS

- Access management needed that is consistent with urban arterial.
- Growth in Weber County may drive project to be a higher priority.
- Railroad issues near 12<sup>th</sup> Street

PRIORITY

3

RISK

Medium

LENGTH

6.1 miles

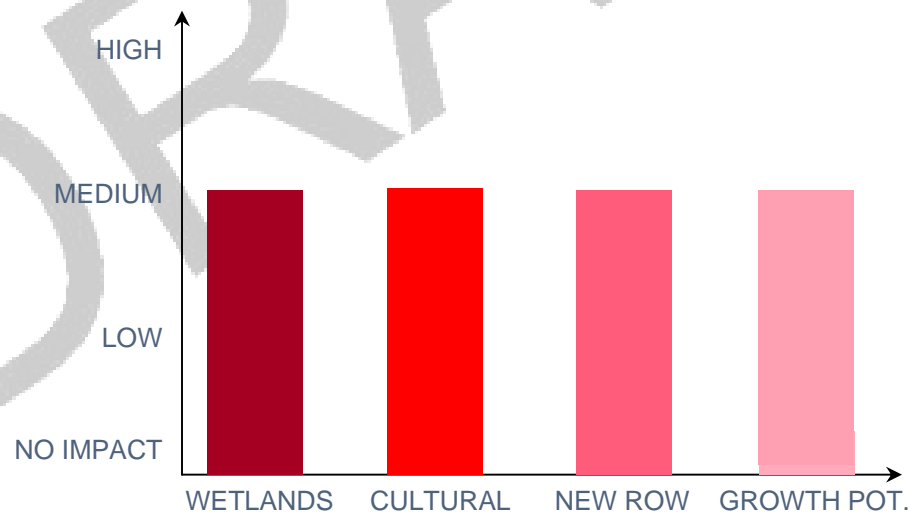
COST

\$227,000,000

2040  
TRAFFIC  
VOLUME  
RANGE

17,000

### POTENTIAL ENVIRONMENTAL IMPACTS



# B29

# ADAMS AVENUE TOLL ROAD SR-89 TO I-84

## WIDENING TO 4 LANES

### GOAL

- Connectivity from I-84 to SR-89.
- Covert toll facility to a public roadway without toll.
- Congestion mitigation and short-cut travel distance for SR-89 between I-84 and Harrison Boulevard.

### OTHER CONSIDERATIONS

- UDOT assumes management and it becomes a public (non-tolled) roadway.
- Bridge structure does not meet grade standards.
- Some geotechnical risk.
- Cost assumes some retrofit to achieve current standards.

PRIORITY  
RISK

3

Medium

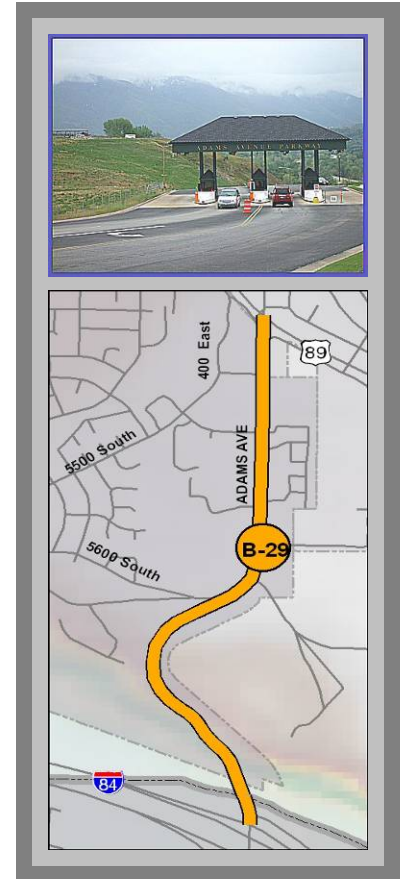
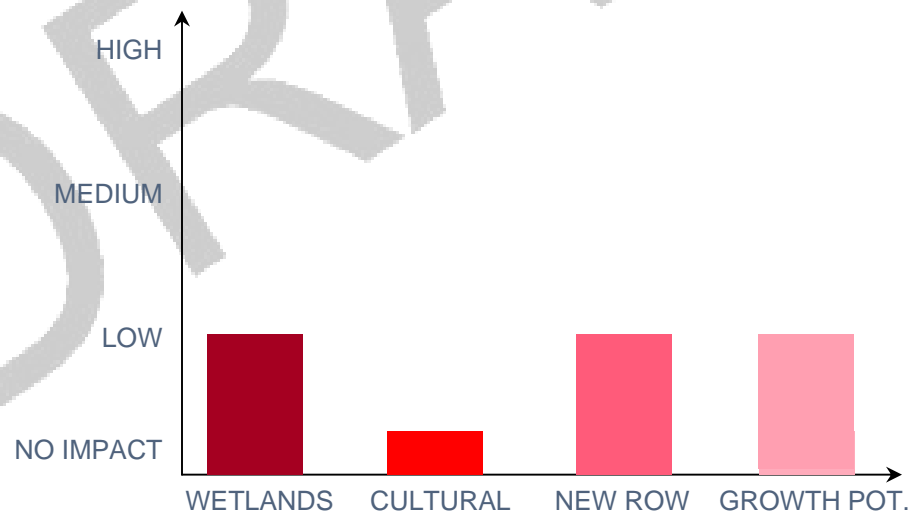
LENGTH  
COST

1.9 miles  
\$21,000,000

2040  
TRAFFIC  
VOLUME  
RANGE

26,000

### POTENTIAL ENVIRONMENTAL IMPACTS



# B24

# LEGACY, 12th STREET TO SMITH & EDWARD INTERCHANGE

## NEW CONSTRUCTION OF 2 LANES

### GOAL

- Provide high speed and high capacity transportation facility serving the west side of study area.
- Alternative corridor to I-15 from west.
- Mitigate congestion from growing western cities and county.

### OTHER CONSIDERATIONS

- Roadway to be a full-access controlled facility with access at intersections only.
- Consider advanced corridor protection.
- Corridor study being conducted for alignment.
- Concerns about agricultural preservation in western Weber Co.

PRIORITY  
RISK

3  
High

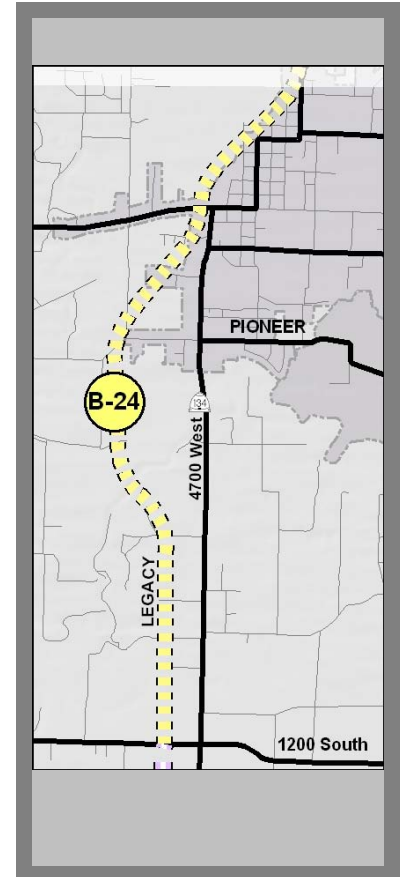
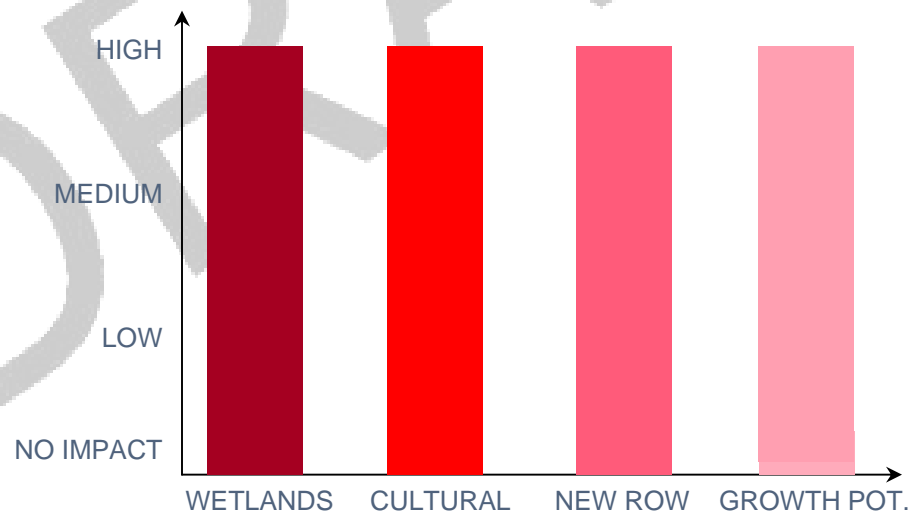
LENGTH  
COST

5.1 miles  
\$203,000,000

2040  
TRAFFIC  
VOLUME  
RANGE

12,000

### POTENTIAL ENVIRONMENTAL IMPACTS



# F15

# 1800 NORTH (SUNSET) 2000 WEST TO LEGACY

## WIDENING TO 4 LANES

### GOAL

- Widening of existing east-west route and new connection to I-15.
- Congestion mitigation on existing route.

### OTHER CONSIDERATIONS

- Include grade separation over railroad tracks.
- Recommend to Clinton that they preserve ROW.

PRIORITY  
RISK

2

Medium

LENGTH  
COST

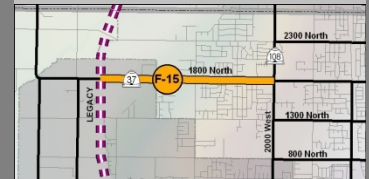
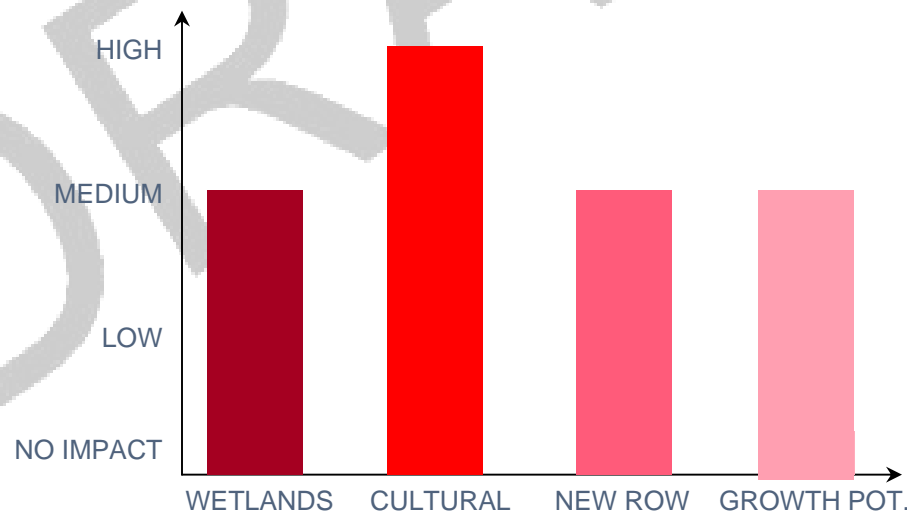
4.4 miles

\$46,000,000

2040  
TRAFFIC  
VOLUME  
RANGE

35,000

### POTENTIAL ENVIRONMENTAL IMPACTS



# F6

## 200 SOUTH (WEST POINT) 2000 WEST TO LEGACY

### NEW CONSTRUCTION OF 4 LANES

GOAL

- Connection of 200 South and SR-108 (2000 West) to Legacy.
- Promote east-west mobility and connectivity between Legacy and I-15.

OTHER  
CONSIDERATIONS

- Golf course in West Point area impacted.

PRIORITY  
RISK

2  
Medium

LENGTH  
COST

1.75 miles  
\$40,000,000

2040  
TRAFFIC  
VOLUME  
RANGE

15,000

POTENTIAL  
ENVIRONMENTAL  
IMPACTS

